



San Diego County Traffic Advisory Committee

Committee Secretary
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Represented Agencies
Automobile Club of Southern
California
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of
Public Works
San Diego County Office of Education
San Diego County Safety Council
San Diego County
Sheriff's Department

April 16, 2010

To: Each Member of the San Diego County Traffic Advisory Committee

From: Secretary

MEETING NOTICE

Attached is the preliminary agenda for the Traffic Advisory Committee meeting to be held on Friday, April 23, 2010 at **9:00 a.m.** at the **Department of the Sheriff, Room 2, 9621 Ridgehaven Court in San Diego.** (NOTE: please park in the parking structure)

KENTON R. JONES, Secretary
San Diego County Traffic Advisory Committee

KRJ:mr-l

Attachments



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

April 23, 2010

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
A. TEMPORARY ROAD CLOSURE	CAMINO MONTE SOMBRA	EL CAJON	CREST-DEHESA
B. RADAR RECERTIFICATION	LA CRESTA ROAD	EL CAJON	CREST-DEHESA
C. RADAR RECERTIFICATION	CHASE AVENUE	EL CAJON	VALLE DE ORO
D. RADAR RECERTIFICATION	AVOCADO BLVD	EL CAJON	VALLE DE ORO
<u>SUPERVISORIAL DISTRICT 5</u>			
A. SIGNALIZATION	MISSION ROAD AND AVIATION RD	FALLBROOK	FALLBROOK
B. RADAR RECERTIFICATION	MISSION ROAD	FALLBROOK	FALLBROOK
C. RADAR RECERTIFICATION	VIA DE FORTUNA	RANCHO SANTA FE	SAN DIEGUITO
D. RADAR RECERTIFICATION	LOMAS SANTA FE DR/ LINEA DEL CIELO	RANCHO SANTA FE	SAN DIEGUITO
E. RADAR RECERTIFICATION	LINEA DEL CIELO	RANCHO SANTA FE	SAN DIEGUITO
F. RADAR RECERTIFICATION	CALZADA DEL BOSQUE	RANCHO SANTA FE	SAN DIEGUITO
G. SPEED LIMIT	DOUGLAS DRIVE	OCEANSIDE (CITY)	N/A

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010 Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Camino Monte Sombra, from a point 500 feet east of Calle de la Sierra easterly to the end, EL CAJON (Thos Bros. 1252-E4) Crest-Dehesa Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Review the Temporary Road Closure

(NOTE: This item was continued from the January 29, 2010 meeting.)

PROBLEM AS STATED BY REQUESTER:

On August 10, 2001, your Committee forwarded a recommendation to the Board of Supervisors in support of a temporary 18-month road closure as a result of serious and continual criminal activity along this portion of Camino Monte Sombra. On October 10, 2001, the Board of Supervisors directed the temporary road closure be established. On December 1, 2001, this portion of Camino Monte Sombra was closed.

The resolution enacting the temporary road closure dictates this portion of Camino Monte Sombra may be closed for not more than 18 months and this period may be extended for not more than five additional consecutive periods of not more than 18 months each. Also, prior to each extension, a public hearing be held and the same findings be made.

On January 29, 2010, your Committee became aware a new home was built beyond the closed portion and the gate has been open for some time. The property owner expressed support for the gate to remain in place. Although the gate remains continually open, the property owner believes the gate serves as a deterrent.

The Committee continued this matter to allow input from County Counsel to determine the best course of action regarding the temporary closure.

DATA:

Existing Traffic Devices

Camino Monte Sombra is a striped two-lane roadway that measures 28 feet in width. There is a parking prohibition along both sides of the roadway in advance of the closed segment. The closed segment has a "\$1,000 Fine for Littering" sign in place. The road does not have a posted speed limit. (NOTE: This roadway is unclassified on the Circulation Element Map.)

Existing Conditions

The Sheriff's Department and the California Highway Patrol support the continued temporary closure of Camino Monte Sombra, from a point 500 feet east of Calle de la Sierra easterly to the end, as a result of serious and continual criminal activity.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010 Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: La Cresta Road, from Greenfield Drive easterly 0.6 miles, EL CAJON (Thos. Bros. 1252-CD3) Crest-Dehesa Community Planning Group

INITIATED BY: Traffic Engineering Section

REQUEST: Review for Radar Recertification

PROBLEM AS STATED BY REQUESTER:

La Cresta Road is currently posted 45 MPH and is radar certified. The result of one of the recent speed surveys (85th percentile speed – 49.5 MPH and 47 MPH) does not support the existing 45 MPH speed limit posting. Please review the appropriateness of recertifying this roadway for the continued use of radar for speed enforcement.

DATA:

Existing Traffic Devices

La Cresta Road is a striped two-lane Through Highway that measures 40 feet in width. There is a two-way left-turn lane separating both directions of travel. There is also edge-striping on both sides of the roadway. The road is posted 45 MPH. (NOTE: La Cresta Road is classified as a Major on the Circulation Element Map.)

<u>Average Daily Traffic Volumes</u>	<u>4/10</u>	<u>2/03</u>	<u>1/96</u>	<u>2/91</u>
La Cresta Road: E/o Greenfield Drive	*	8,850*	8,890*	8,340*

*Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
La Cresta Road:					
680' E/o Greenfield Drive	2010	49.5 MPH	40-49	62.5%	302
	2003	48.4 MPH	37-46	59.3%	197
@ Flume Drive	2010	47 MPH	38-47	66.7%	339
	2003	47.4 MPH	38-47	65.8%	199

Collision Data

There have been 53 reported collisions, ___ of which involved injury, along this segment of roadway in a four year – 9 month period (01-01-05 to 09-30-09).

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

La Cresta Road 680 ft E/o Greenfield Drive

DATE: 01-19-2010 TIME START: 1:15 TIME END: 3:15 WEATHER: clear ROAD TYPE:

DIRECTION: EB/WB SPEED LIMIT: 45 MPH OBSERVER: CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
20	1	20	1	0.3	*
21	0	0	1	0.3	*
22	1	22	2	0.7	*
23	0	0	2	0.7	*
24	2	48	4	1.3	**
25	1	25	5	1.7	*
26	1	26	6	2.0	*
27	0	0	6	2.0	*
28	1	28	7	2.3	*
29	2	58	9	3.0	**
30	0	0	9	3.0	*
31	0	0	9	3.0	*
32	0	0	9	3.0	*
33	1	33	10	3.3	*
34	2	68	12	4.0	**
35	5	175	17	5.6	*****
36	8	288	25	8.3	*****
37	11	407	36	11.9	*****
38	11	418	47	15.6	*****
39	12	468	59	19.5	*****
40	16	640	75	24.8	*****
41	18	738	93	30.8	*****
42	19	798	112	37.1	*****
43	16	688	128	42.4	*****
44	23	1012	151	50.0	*****
45	34	1530	185	61.3	*****
46	19	874	204	67.5	*****
47	15	705	219	72.5	*****
48	13	624	232	76.8	*****
49	16	784	248	82.1	*****
50	15	750	263	87.1	*****
51	9	459	272	90.1	*****
52	10	520	282	93.4	*****
53	4	212	286	94.7	***
54	8	432	294	97.4	*****
55	3	165	297	98.3	**
56	1	56	298	98.7	*
57	1	57	299	99.0	*
58	1	58	300	99.3	*
59	0	0	300	99.3	*
60	2	120	302	100.0	**
					0-----5-----10-----15-----20-----
302		13306			

AVERAGE SPEED = 44
50th PERCENTILE = 44
85th PERCENTILE = 49.5
90th PERCENTILE = 50.9
95th PERCENTILE = 53.1

PACE = 40 - 49
% IN PACE = 62.5
VEHICLES IN PACE = 189

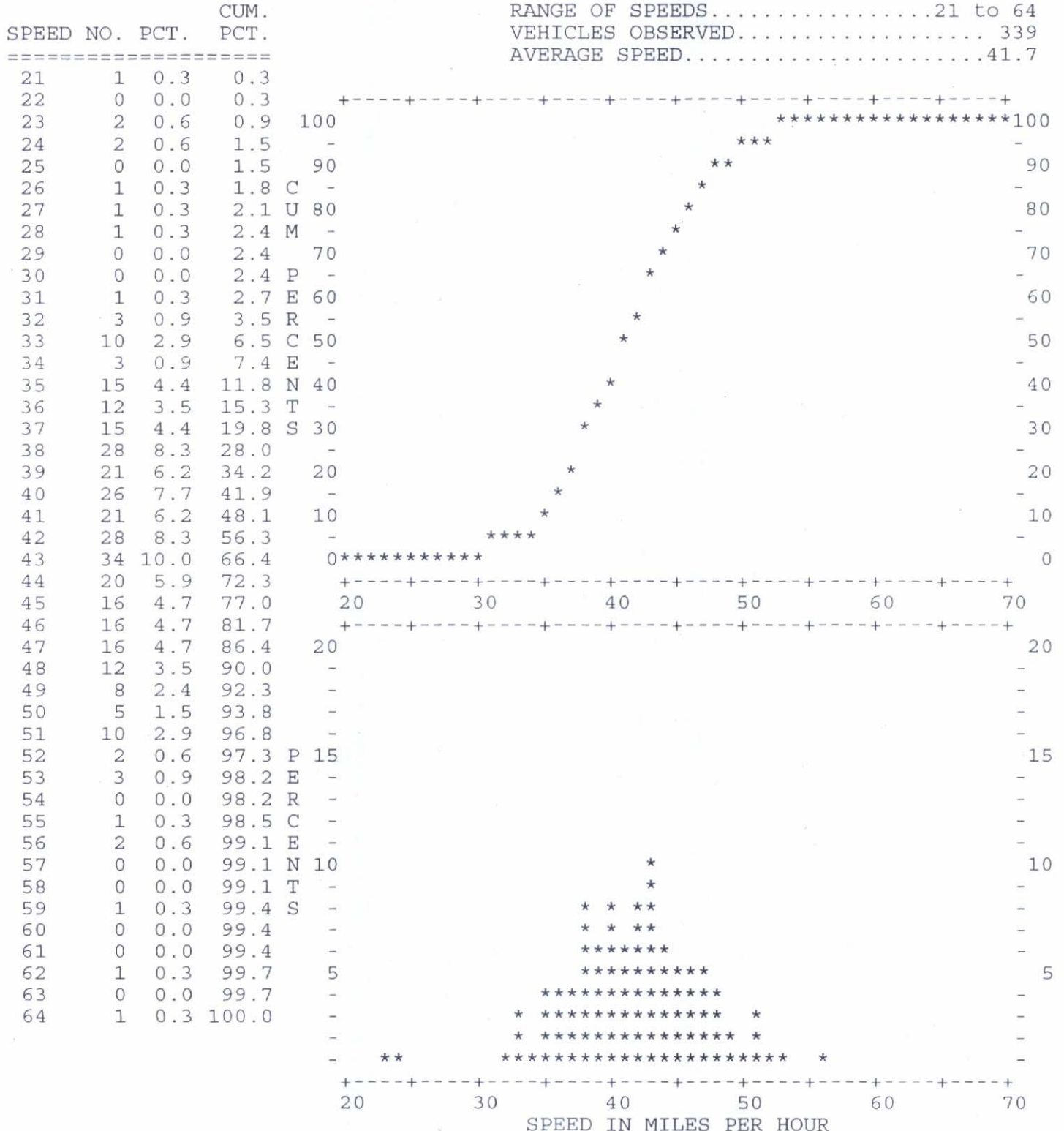
SAMPLE VARIANCE = 37.25893
STANDARD DEVIATION = 6.104009
RANGE 1*S = 75.16556
RANGE 2*S = 95.69537
RANGE 3*S = 98.34438

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. La Cresta Rd @ Flume Dr
LIMITS..... -- to --

DIRECTION(S).....EB/WB
DATE.....1.19.10
TIME.....11:00 - 1:00
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....42
85TH PERCENTILE SPEED.....47
10 MPH PACE SPEED.....38 through 47
PERCENT IN PACE SPEED..... 66.7
PERCENT OVER PACE SPEED.....13.6
PERCENT UNDER PACE SPEED.....19.8
RANGE OF SPEEDS.....21 to 64
VEHICLES OBSERVED..... 339
AVERAGE SPEED.....41.7



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010 Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Chase Avenue, from Jamacha Road (State Route 54) westerly to the El Cajon City Limit (1.5 miles), EL CAJON (Thos. Bros. 1251-H7 to 1272-A2) Valle de Oro Community Planning Group

INITIATED BY: Traffic Engineering Section

REQUEST: Review for Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Chase Avenue is currently posted 45 MPH and is radar certified. The results of the recent speed surveys (85th percentile speeds – 50.3 MPH and 50.6 MPH) do not support the existing 45 MPH speed limit posting. Please review the appropriateness of recertifying this roadway for the continued use of radar for speed enforcement.

DATA:

Existing Traffic Devices

Chase Avenue is a striped two-lane Through Highway that varies from 44 feet to 48 feet in width. There are bike lanes along both sides of the road. The road is posted 45 MPH. (NOTE: Chase Avenue is classified as a Major on the Circulation Element Map.)

<u>Average Daily Traffic Volumes</u>	<u>4/10</u>	<u>2/02</u>	<u>5/86</u>
Chase Avenue:			
W/o Jamacha Road (SR-54)	*	14,410*	11,460*

* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Chase Avenue:					
500' W/o Fuerte Drive	2009	50.3 MPH	43-52	73.3%	732
	2002	50.6 MPH	41-50	70.6%	218
350' E/o Grove Road	2009	50.6 MPH	40-49	67%	619
	2002	51.3 MPH	44-53	85.6%	146

Collision Data

There have been 19 reported collisions, ___ of which involved injury, along this segment of roadway in a four year – 9 month period (01-01-05 to 09-30-09).

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Chase Avenue 500 ft W/o Fuerte Drive

DATE: 06-10-2009 TIME START: 9:30 am TIME END: 11:30 am WEATHER: clear ROAD TYPE:

DIRECTION: EB/WB SPEED LIMIT: 45 MPH OBSERVER: CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
32	2	64	2	0.3	*
33	0	0	2	0.3	*
34	1	34	3	0.4	*
35	2	70	5	0.7	*
36	3	108	8	1.1	*
37	13	481	21	2.9	****
38	8	304	29	4.0	***
39	25	975	54	7.4	*****
40	40	1600	94	12.8	*****
41	36	1476	130	17.8	*****
42	39	1638	169	23.1	*****
43	63	2709	232	31.7	*****
44	68	2992	300	41.0	*****
45	56	2520	356	48.6	*****
46	70	3220	426	58.2	*****
47	52	2444	478	65.3	*****
48	51	2448	529	72.3	*****
49	42	2058	571	78.0	*****
50	32	1600	603	82.4	*****
51	51	2601	654	89.3	*****
52	52	2704	706	96.4	*****
53	13	689	719	98.2	****
54	5	270	724	98.9	**
55	4	220	728	99.5	**
56	1	56	729	99.6	*
57	1	57	730	99.7	*
58	1	58	731	99.9	*
59	1	59	732	100.0	*
60	0	0	732	100.0	*
					0-----5-----10-----15-----20-----
	732	33455			

AVERAGE SPEED = 45.7
 50th PERCENTILE = 45.1
 85th PERCENTILE = 50.3
 90th PERCENTILE = 51
 95th PERCENTILE = 51.7

PACE = 43 - 52
 % IN PACE = 73.3
 VEHICLES IN PACE = 537

SAMPLE VARIANCE = 18.83824
 STANDARD DEVIATION = 4.340304
 RANGE 1*S = 64.61749
 RANGE 2*S = 96.03826
 RANGE 3*S = 99.59016

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Chase Avenue 350 ft E/o Grove Road

DATE: 06-10-2009 TIME START: 11:45 AM TIME END: 1:45 PM WEATHER: CLEAR ROAD TYPE:

DIRECTION: E/B W/B SPEED LIMIT: 45 MPH OBSERVER: CALIBRATION TEST: Y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
31	1	31	1	0.2	*
32	4	128	5	0.8	**
33	2	66	7	1.1	*
34	6	204	13	2.1	**
35	5	175	18	2.9	**
36	7	252	25	4.0	***
37	11	407	36	5.8	****
38	14	532	50	8.1	*****
39	13	507	63	10.2	*****
40	33	1320	96	15.5	*****
41	45	1845	141	22.8	*****
42	44	1848	185	29.9	*****
43	60	2580	245	39.6	*****
44	60	2640	305	49.3	*****
45	40	1800	345	55.7	*****
46	55	2530	400	64.6	*****
47	36	1692	436	70.4	*****
48	23	1104	459	74.2	*****
49	19	931	478	77.2	*****
50	30	1500	508	82.1	*****
51	27	1377	535	86.4	*****
52	25	1300	560	90.5	*****
53	22	1166	582	94.0	*****
54	20	1080	602	97.3	*****
55	7	385	609	98.4	***
56	3	168	612	98.9	*
57	0	0	612	98.9	*
58	2	116	614	99.2	*
59	2	118	616	99.5	*
60	2	120	618	99.8	*
61	1	61	619	100.0	*
					0-----5-----10-----15-----20-----
	619	27983			

AVERAGE SPEED = 45.2
 50th PERCENTILE = 44.1
 85th PERCENTILE = 50.6
 90th PERCENTILE = 51.8
 95th PERCENTILE = 53.3

PACE = 40 - 49
 % IN PACE = 67
 VEHICLES IN PACE = 415

SAMPLE VARIANCE = 26.22897
 STANDARD DEVIATION = 5.121423
 RANGE 1*S = 66.55897
 RANGE 2*S = 96.28433
 RANGE 3*S = 99.83845

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010 Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Avocado Boulevard, from the El Cajon City Limit southerly to Madrid Way (1.79 miles), EL CAJON (Thos Bros. 1271-G2 to F5) Valle de Oro Community Planning Group

INITIATED BY: Traffic Engineering Section

REQUEST: Review for Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Avocado Boulevard is currently posted 45 MPH and is radar certified. The results of the recent speed surveys (85th percentile speeds – 49 MPH and 50 MPH) do not support the existing 45 MPH speed limit posting. Please review the appropriateness of recertifying this roadway for the continued use of radar for speed enforcement.

DATA:

Existing Traffic Devices

Avocado Boulevard is a striped four-lane Through Highway that varies from 63 to 82 feet in width. There is a two-way left turn lane separating both directions of travel. There are bike lanes in place along a major segment of the roadway. The segment where bike lanes do not exist is signed as a Bike Route. The road is posted 45 MPH and is part of the CHP's radar enforcement program. (Note: The road is also posted 45 MPH in the City of El Cajon. This roadway is classified as a Major Road on the Circulation Element Map.)

<u>Average Daily Traffic Volumes</u>	<u>9/09</u>	<u>3/06</u>	<u>5/01</u>	<u>2/94</u>
Avocado Boulevard: S/o Fuerte Drive @ Challenge Boulevard S/o Queen Avenue	24,300*	24,800*	33,710 *	25,410 *

* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Avocado Boulevard:					
70' S/o El Cajon City Limit	2009	48.2 MPH	38-47	75.3%	321
	2001	50.5 MPH	40-49	67%	616
280' S/o Morning Star Dr	2009	48.9 MPH	40-49	72.3%	300
	2001	51.6 MPH	43-52	69.9%	599

Collision Data

There have been 99 reported collisions, ___ of which involved injury, along this segment of roadway in a four year – 9 month period (01-01-05 to 09-30-09).

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Avocado Boulevard 590 ft N/o Rockwood Road

DATE: 11-18-2009 TIME START: 11:30 PM TIME END: 1:30 PM WEATHER: CLEAR ROAD TYPE:

DIRECTION: N/B S/B SPEED LIMIT: 45 MPH OBSERVER: CALIBRATION TEST: Y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
36	1	36	1	0.3	*
37	1	37	2	0.6	*
38	38	1444	40	12.5	*****
39	11	429	51	15.9	*****
40	14	560	65	20.2	*****
41	19	779	84	26.2	*****
42	24	1008	108	33.6	*****
43	28	1204	136	42.4	*****
44	28	1232	164	51.1	*****
45	27	1215	191	59.5	*****
46	34	1564	225	70.1	*****
47	19	893	244	76.0	*****
48	26	1248	270	84.1	*****
49	14	686	284	88.5	*****
50	8	400	292	91.0	*****
51	11	561	303	94.4	*****
52	6	312	309	96.3	****
53	8	424	317	98.8	*****
54	2	108	319	99.4	**
55	2	110	321	100.0	**
					0-----5-----10-----15-----20-----
321		14250			

AVERAGE SPEED = 44.3
 50th PERCENTILE = 43.8
 85th PERCENTILE = 48.2
 90th PERCENTILE = 49.6
 95th PERCENTILE = 51.3

PACE = 38 - 47
 % IN PACE = 75.3
 VEHICLES IN PACE = 242

SAMPLE VARIANCE = 17.58301
 STANDARD DEVIATION = 4.19321
 RANGE 1*S = 63.86293
 RANGE 2*S = 95.95016
 RANGE 3*S = 100

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Avocado Boulevard 280 ft S/o Morning Star Drive

DATE: 11-15-2009 TIME START: 1:30 PM TIME END: 3:30 PM WEATHER: CLEAR ROAD TYPE:

DIRECTION: N/B S/B SPEED LIMIT: 45 MPH OBSERVER: CALIBRATION TEST: Y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
31	2	62	2	0.7	**
32	0	0	2	0.7	*
33	0	0	2	0.7	*
34	1	34	3	1.0	*
35	2	70	5	1.7	**
36	5	180	10	3.3	****
37	5	185	15	5.0	****
38	11	418	26	8.7	*****
39	13	507	39	13.0	*****
40	17	680	56	18.7	*****
41	17	697	73	24.3	*****
42	17	714	90	30.0	*****
43	20	860	110	36.7	*****
44	19	836	129	43.0	*****
45	35	1575	164	54.7	*****
46	28	1288	192	64.0	*****
47	22	1034	214	71.3	*****
48	22	1056	236	78.7	*****
49	20	980	256	85.3	*****
50	14	700	270	90.0	*****
51	12	612	282	94.0	*****
52	7	364	289	96.3	****
53	4	212	293	97.7	***
54	2	108	295	98.3	**
55	5	275	300	100.0	****
					0-----5-----10-----15-----20-----
300		13447			

AVERAGE SPEED = 44.8
 50th PERCENTILE = 44.6
 85th PERCENTILE = 48.9
 90th PERCENTILE = 50
 95th PERCENTILE = 51.4

PACE = 40 - 49
 % IN PACE = 72.3
 VEHICLES IN PACE = 217

SAMPLE VARIANCE = 20.27299
 STANDARD DEVIATION = 4.502554
 RANGE 1*S = 66.66667
 RANGE 2*S = 96
 RANGE 3*S = 99.33334

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Signalization

LOCATION: Aviation Road and Mission Road, FALLBROOK
(Thos. Bros. 1027-F3) Fallbrook Community Planning
Group

INITIATED BY: Pam Eskue

REQUEST: Review for Signalization

(NOTE: This item was continued prior to the March 12, 2010 meeting at the request of the Fallbrook Community Planning Group.)

PROBLEM AS STATED BY REQUESTER:

Preliminary reviews indicate this intersection meets the minimum suggested guidelines for the installation of a traffic signal.

DATA:

Existing Traffic Devices

Mission Road is a striped four-lane Through Highway measuring approximately 81 feet in width. There are left-turn pockets in place for both directions of travel. There is edge-striping along both sides of the roadway. The road is posted 35 MPH/Radar Certified. (NOTE: This roadway is classified as a Major Road on the Circulation Element Map.)

Aviation Road is a striped two-lane roadway. It measures approximately 43 feet in width west of the intersection and 29 feet east of the intersection. Both legs are stop controlled with limit lines and pavement legends in place. The road is unposted. (NOTE: This roadway is unclassified on the Circulation Element Map.)

<u>Average Daily Traffic Volumes</u>	<u>10/09</u>	<u>11/95</u>
Mission Road:		
N/o Aviation Road	12,970 SB	12,260 SB
S/o Aviation Road	11,260 NB	13,950 NB
Aviation Road:		
E/o Mission Road	870 WB	860 WB
W/o Misi3n Road	1,780 EB	840 EB

Collision Data

There have been 18 reported collisions at this intersection in a four year – 9 month period (01-01-05 to 08-31-09).

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 4)

COUNT DATE _____
 CALC ML DATE 3/8/10
 CHK C.H. DATE 3/9/10

DIST _____ CO _____ RTE _____ PM _____
 Major St: Mission Road
 Minor St: Aviation Road

Critical Approach Speed 42 mph
 Critical Approach Speed 0 mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)..... ☒ or ☐ } **RURAL (R)**
 In built up area of isolated community of < 10,000 population..... ☐ } **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume

100% SATISFIED YES ☐ NO ☒
 80% SATISFIED YES ☐ NO ☒

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)											
	U	R	U	R								
	1		2 or More		6	7	8	14	15	16	17	18
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1193	1672	1547	1528	1897	2135	2000	1548
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	100	179	86	153	154	114	142	150

Condition B - Interruption of Continuous Traffic

100% SATISFIED YES ☒ NO ☐
 80% SATISFIED YES ☒ NO ☐

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)											
	U	R	U	R								
	1		2 or More		6	7	8	14	15	16	17	18
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1193	1672	1547	1528	1897	2135	2000	1548
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	100	179	86	153	154	114	142	150

Combination of Conditions A & B

SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	✓	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	7	14	15	17	Hour
Both Approaches - Major Street		<input checked="" type="checkbox"/>	1672	1528	1897	2000	
Higher Approach - Minor Street	<input checked="" type="checkbox"/>		179	153	154	142	

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☐ NO ☒

PART A

SATISFIED YES ☐ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

PART B

SATISFIED YES ☐ NO ☒

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the curve in Figure 4C-3.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the curve in Figure 4C-4.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 4)

WARRANT 4 - Pedestrian Volume
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part A (Parts 1 or 2 must be satisfied)
Hours -->

SATISFIED YES ☐ NO ☐

1.	Pedestrian Volume				
	Adequate Crossing Gaps				

Any hour ≥ 190 Yes ☐ No ☐
OR any 4 hours ≥ 100 Yes ☐ No ☐
AND < 60 gap/hr Yes ☐ No ☐

2.	Pedestrian Volume	Any hour ≥ 95	Yes <input type="checkbox"/> No <input type="checkbox"/>
		<u>OR</u> Any 4 hours ≥ 50	Yes <input type="checkbox"/> No <input type="checkbox"/>
		<u>AND</u> ped crossing < 1.2 m/s (4 ft/sec)	Yes <input type="checkbox"/> No <input type="checkbox"/>

Part B

SATISFIED YES ☐ NO ☐

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 90 m (300 ft)	Yes <input type="checkbox"/> No <input type="checkbox"/>
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/> No <input type="checkbox"/>

WARRANT 5 - School Crossing
(Parts A and B, or Part C Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Hour

Gaps $<$ Minutes YES ☐ NO ☐
AND Children > 20 /hr YES ☐ NO ☐

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 90 m (300 ft)	Yes <input type="checkbox"/> No <input type="checkbox"/>
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/> No <input type="checkbox"/>

Part C (All Parts 1, 2, and 3 below must be satisfied)

SATISFIED YES ☐ NO ☐

	U	R _y *			
1. Vehicles/hr	500	350			Yes <input type="checkbox"/> No <input type="checkbox"/>
<u>AND</u> , School Age Pedestrians Crossing Street / hr	100	70			Yes <input type="checkbox"/> No <input type="checkbox"/>
<u>OR</u> , School Age Pedestrians Crossing Street / day	500	350			Yes <input type="checkbox"/> No <input type="checkbox"/>

* When the critical (85th percentile approach speed exceeds 55 km/h (35 mph) or the sight distance to the intersection is less than the required stopping distance, rural criteria should be used.

2. Other signal warrants are met.	Yes <input type="checkbox"/> No <input type="checkbox"/>
3. The distance to the nearest controlled crossing is greater than 180 m (600 ft).	Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 4)

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☐

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 300 m (1000 ft)	N <u>993</u> ft, S <u>1131</u> ft, E <u>6</u> ft, W <u>0</u> ft	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		Yes <input type="checkbox"/> No <input type="checkbox"/>

WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)

SATISFIED YES ☒ NO ☐

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
5 OR MORE	<u>5</u>	
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	
	OR, Warrant 1, Condition B - Interruption of continuous traffic	✓
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 152 for any hour OR, Ped Vol ≥ 80 for any 4 hours	

WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☒

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>2250</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. and/or Sun <u> </u> Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		✓	
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		✓	
Appears as Major Route on an Official Plan		✓	
Any Major Route Characteristics Met, Both Streets			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

FALLBROOK CIRCULATION COMMITTEE

Regular Meeting

Tuesday 09 March 2010

MINUTES

The meeting was called to order at 2:00 p.m. at the Palomares House, 1815 South Stage Coach Lane, by Vice Chair Anne Burdick.

Members Present: Michelle Bain, Anne Burdick, Monty Voigt, Sid Morel, John Crouch, Tom Harrington, Roy Moosa, and Jack Wood. Absent: Jedda Lorek and Harry Christiansen.

1. Open Forum. Opportunity for members of the public to speak to the Committee on any subject matter within the Groups jurisdiction but not on today's agenda. Three minute limitation. Non-discussion & Non-voting item.
NONE.
2. Approval of the minutes for the meetings of 12 January 2010. Voting item.
Mr. Wood motioned to approve the minutes and the motion was unanimously approved.
3. Request to place a traffic control light at the intersection of S. Mission and Aviation Roads. County staff Maria Rubio-Lopez, DPW Traffic Engineering, (858) 874-4030 & Kenton Jones, Secretary Traffic Advisory Committee 858-874-4009. **Circulation Committee.** Community input. Voting item.

Ms. Pam Eskue presented the request. She stated that she had presented what she perceived as a dangerous situation where pedestrians cross Mission Road at Aviation Road to the Department of Public Works. They in turn had studied the traffic at the intersection. The County Traffic Advisory Committee had filled out their check list on the intersection and indicated that the current conditions meet three of the seven warrants for that intersection. The Traffic Advisory Committee also indicated that all the data is preliminary and that they would like to hear from the community before proceeding any further.

Mr. Crouch handed out a study that he had done at the location indicating a large number of cars at the intersection and a relatively small number of pedestrians crossing at the location.

Mr. Morel commented that he felt that if the intersection were controlled it might help out the large number of accidents in the vicinity of the shopping center immediately south of the intersection.

Mr. Moosa felt that with the large number of cars using the intersection and the width of the road, a signal could cause a major traffic problem.

Mr. Voigt was concerned that a signal at the intersection could encourage Camp Pendleton traffic to use Aviation as a short cut both to and from the back gate. Also Mr. Voigt was concerned that the lack of sidewalks on Aviation to the west of Mission might just move a dangerous situation to a new location.

Several members asked if the Traffic Advisory Committee could study the pedestrian issues as an independent item or whether the pedestrian issue was tied to a traffic control signal.

Other considerations suggested were: the creation of a safety island, a pedestrian overpass, or a "lighted crosswalk" without a signal.

Mr. Harrington commented that pedestrians negotiating such a busy intersection appeared to be a clear safety concern. He pointed out the large number of residential units east of Main that produce a lot of foot traffic across Main and Mission. Additionally the difficulty of negotiating the Albertson shopping center (as confirmed by Mr. Morel) all seemed to be requiring some traffic feature.

Mr. Harrington motioned to approve the request to place a signal or some other traffic feature at the intersection of Aviation and Mission in order to improve pedestrian and vehicular safety and further to request that the TAC take into consideration the traffic in and out of the shopping mall to the south of the intersection in their study of the area. The motion was unanimously approved.

4. Workshop on the Fallbrook Community Plan in the General Plan Update as a result of a Zoning Consistency Review by county staff with recommendations for zoning changes to specific parcels because of inconsistencies. Additionally we are requested to provide input on a draft Agricultural Rural (AR) zone discussion paper. County planner Carl Stiehl, 858-694-2216, Carl.Stiehl@sdscounty.ca.gov. **Land use & Circulation committees.** Community input. Voting item.

Ms. Burdick introduced the proposed General Plan zoning changes. She noted that Mr. Russell had stated that there were no Circulation issues he could identify with the proposed zone changes. Ms. Burdick framed the topic as an informational topic to bring Planning Group Members up to speed on the subject

Mr. Wood went through the categories and the proposed changes and the concerns that the Land Use Committee had with the proposed changes. The basic concern appeared to be a large area southeast of downtown was going to change from A70 Agricultural zoning to a Rural Residential zoning. There was a concern that some agricultural uses might not be allowed in the future. Mr. Wood was going to contact DPLU to verify what if any uses might be restricted with the change and would be able to advise the Planning Group at the upcoming regular meeting.

Mr. Voigt motioned to follow the Land Use Committee recommendations on the proposed changes and the motion was unanimously approved.

The meeting was adjourned at 3:23 pm.
Tom Harrington, acting secretary

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Mission Road from a point 860 feet south of Pepper Tree Lane southerly to Green Canyon Road (1.67 miles), FALLBROOK (Thos. Bros. 1027-F5 to 1047-H2) Fallbrook Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

This segment of Mission Road is currently posted 50 MPH and is radar certified. The result of one of the recent speed surveys (85th percentile speeds – 48 MPH, 47 MPH and 60 MPH) does not support the existing 50 MPH speed limit posting. Please review the appropriateness of recertifying this roadway for the continued use of radar for speed enforcement.

DATA:

Existing Traffic Devices

Mission Road varies from 45 feet to 75 feet in width. From a point 860 feet south of Pepper Tree Lane southerly to Winter Haven Road, it is a striped four-lane roadway with a raised, planted median separating both directions of travel. From Winter Haven Road south to Green Canyon Road, it is primarily a striped two-lane roadway, with three segments having a two-way left turn lane in place. There are bike lanes along both sides of the road. The appropriate school signs are in place. The road is posted 50 MPH. (NOTE: This roadway is classified as a Major on the Circulation Element Map.)

<u>Average Daily Traffic Volumes</u>	<u>1/09</u>	<u>4/04</u>	<u>11/01</u>
Mission Road:			
@ Green Canyon Road	19,297*		
N/o Big Oak Ranch Rd		19,790*	
N/o Stage Coach Lane			10,960 SB**
N/o Stage Coach Lane			10,720 NB**

* Two-Way Count

** 7-Day Average

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Mission Road:					
1630' S/o Pepper Tree Ln	2010	48 MPH	40-49	77%	161 (SBT)
	2001	53.7 MPH	44-53	67.5%	200 (SBT)
1630' S/o Pepper Tree Ln	2010	47 MPH	40-49	87.4%	151 (NBT)
	2001	50.2 MPH	41-50	56.3%	197 (NBT)
1900' N/o Green Cyn Rd	2010	60 MPH	47-56	57.4%	312
	2001	52.9 MPH	46-55	91%	101 (XBT)

Collision Data

There have been 97 reported collisions, _ of which involved injury, along this segment of roadway in a four year – 8 month period (01-01-05 to 08-31-09).

STREET..... 0 Blk. Mission Rd 1630 ft S/o Pepper Tree Ln
LIMITS..... -- to --

50TH PERCENTILE SPEED.....	44
85TH PERCENTILE SPEED.....	48
10 MPH PACE SPEED.....	40 through 49
PERCENT IN PACE SPEED.....	77.0
PERCENT OVER PACE SPEED.....	9.9
PERCENT UNDER PACE SPEED.....	13.0
RANGE OF SPEEDS.....	30 to 57
VEHICLES OBSERVED.....	161
AVERAGE SPEED.....	43.9

The figure consists of two vertically stacked scatter plots sharing a common x-axis labeled "SPEED IN MILES PER HOUR" with major ticks at 20, 30, 40, 50, 60, and 70.

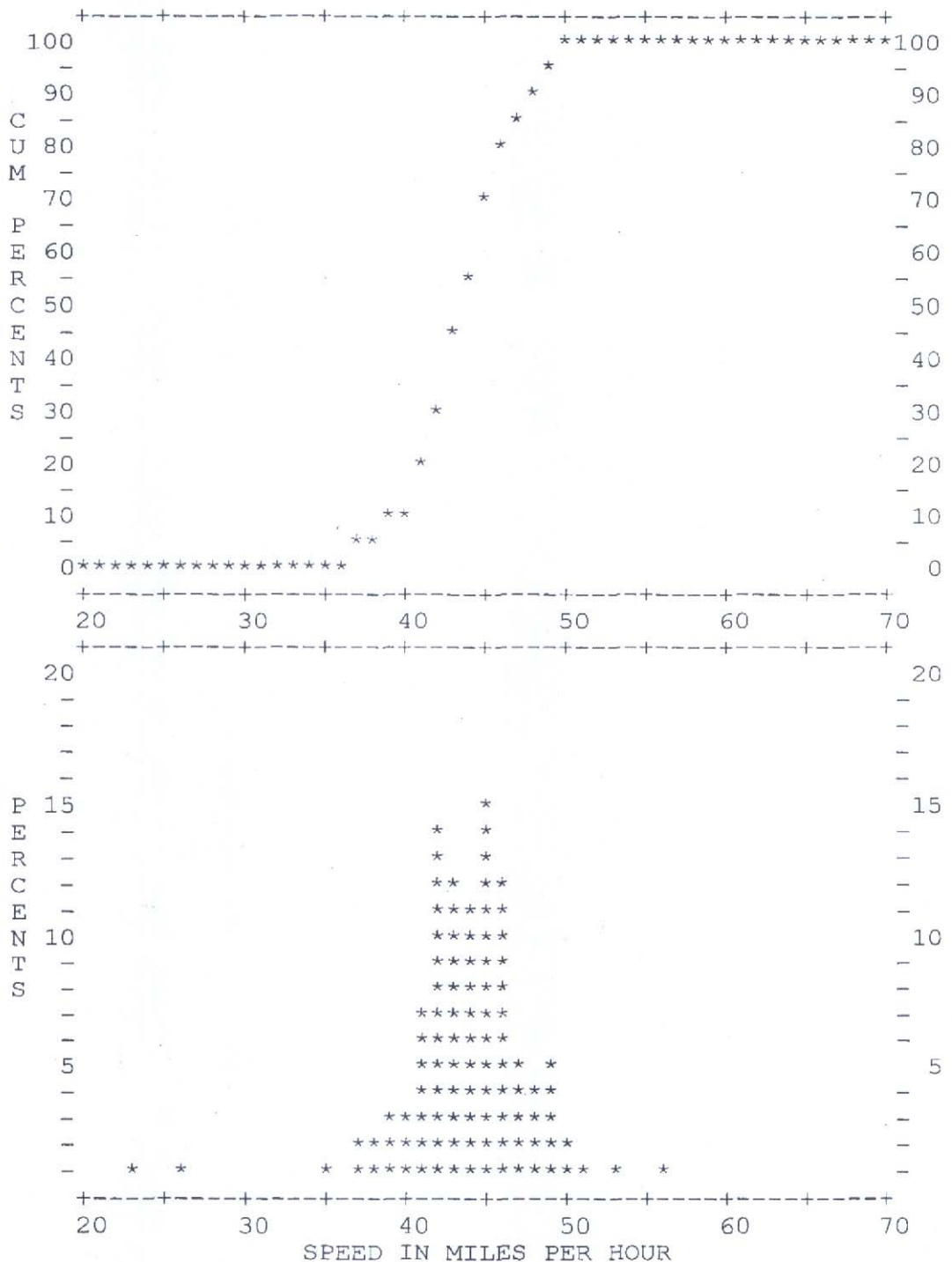
The top plot has a y-axis labeled "CUMULATIVE PERCENTS" on the left, ranging from 0 to 100 in increments of 10. The data points, represented by asterisks (*), form a curve that starts at approximately (30, 0) and rises steeply to reach 100% at a speed of about 50 miles per hour. The curve is concave down.

The bottom plot has a y-axis labeled "PERCENTS" on the left, ranging from 0 to 20 in increments of 5. The data points, represented by asterisks (*), are concentrated between speeds of 40 and 50 miles per hour, forming a bell-shaped distribution. The peak of the distribution is at approximately 45 miles per hour, with a percentage of about 18%.

STREET..... 0 Blk. Mission Rd 1630 ft S/o Pepper Tree Ln
LIMITS..... -- to --

50TH PERCENTILE SPEED.....	44
85TH PERCENTILE SPEED.....	47
10 MPH PACE SPEED.....	40 through 49
PERCENT IN PACE SPEED.....	87.4
PERCENT OVER PACE SPEED.....	4.0
PERCENT UNDER PACE SPEED.....	8.6
RANGE OF SPEEDS.....	23 to 56
VEHICLES OBSERVED.....	151
AVERAGE SPEED.....	43.8

23	1	0.7	0.7
24	0	0.0	0.7
25	0	0.0	0.7
26	1	0.7	1.3
27	0	0.0	1.3
28	0	0.0	1.3
29	0	0.0	1.3
30	0	0.0	1.3
31	0	0.0	1.3
32	0	0.0	1.3
33	0	0.0	1.3
34	0	0.0	1.3
35	1	0.7	2.0
36	0	0.0	2.0
37	3	2.0	4.0
38	3	2.0	6.0
39	4	2.6	8.6
40	5	3.3	11.9
41	10	6.6	18.5
42	21	13.9	32.5
43	18	11.9	44.4
44	17	11.3	55.6
45	22	14.6	70.2
46	18	11.9	82.1
47	8	5.3	87.4
48	6	4.0	91.4
49	7	4.6	96.0
50	3	2.0	98.0
51	1	0.7	98.7
52	0	0.0	98.7
53	1	0.7	99.3
54	0	0.0	99.3
55	0	0.0	99.3
56	1	0.7	100.0



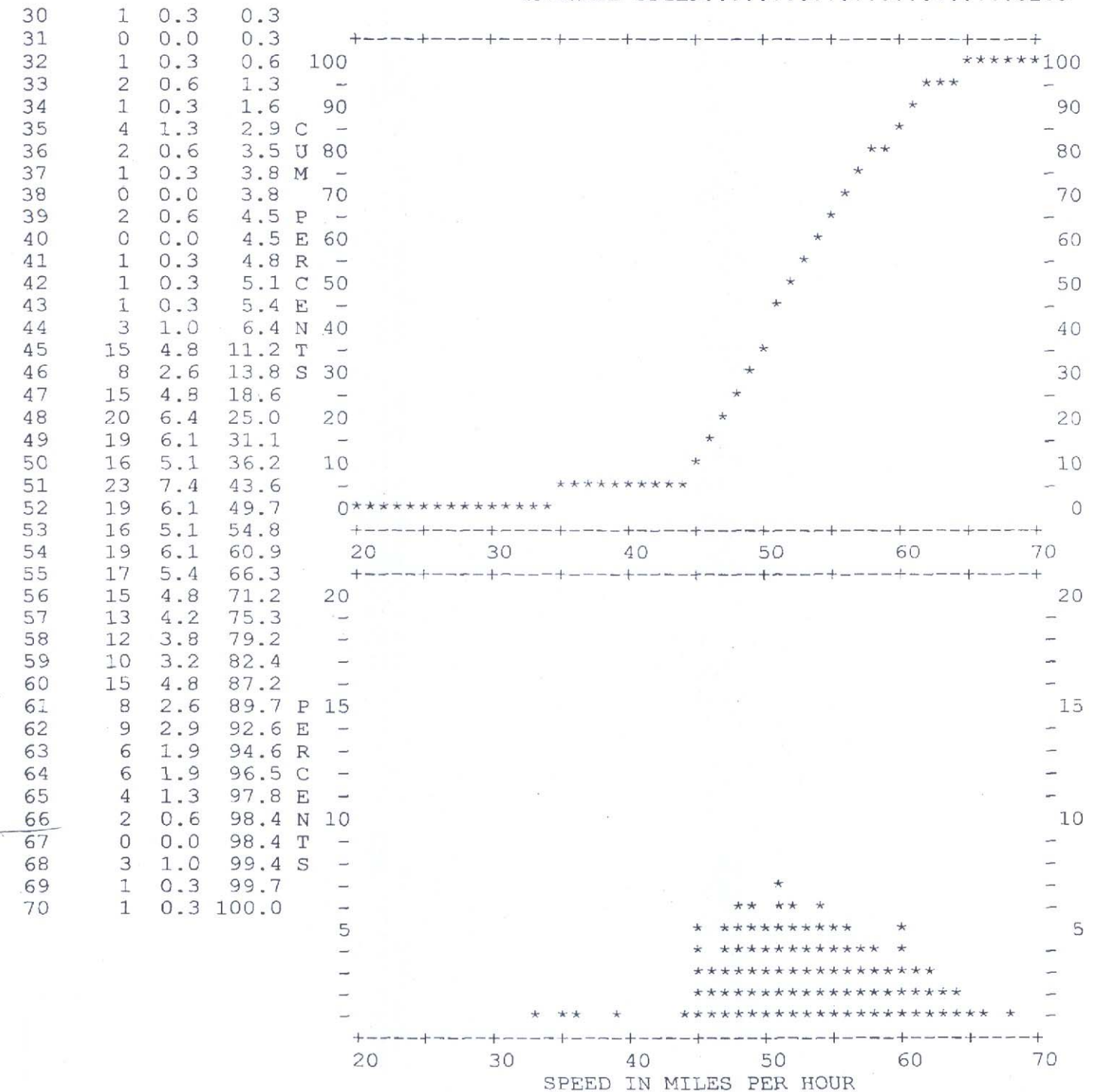
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Mission Rd 1900 ft N/o Green Cyn Rd
LIMITS..... -- to --

DIRECTION(S).....NB/SB
DATE.....1/5/10
TIME.....1:30 - 3:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....53
85TH PERCENTILE SPEED.....60
10 MPH PACE SPEED.....47 through 56
PERCENT IN PACE SPEED..... 57.4
PERCENT OVER PACE SPEED.....28.8
PERCENT UNDER PACE SPEED.....13.8
RANGE OF SPEEDS.....30 to 70
VEHICLES OBSERVED..... 312
AVERAGE SPEED.....52.8

SPEED NO. PCT. CUM. PCT.



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010 Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Via de Fortuna between El Montevideo and El Camino del Norte (a distance of .42 miles) RANCHO SANTA FE (Thos. Bros. 1148-C7) San Dieguito Community Planning Group

INITIATED BY: Traffic Engineering Section

REQUEST: Review for Radar Recertification

(NOTE: This item was continued from the March 12, 2010 meeting at the request of the Rancho Santa Fe Association.)

PROBLEM AS STATED BY REQUESTER:

At the September 19th, 2008 TAC meeting, the existing 35 MPH speed limit along this segment of Via de Fortuna was reviewed for the continued use of radar for speed enforcement. The result of the speed study did not support radar recertification. However, it was noted pending modifications to the California Manual on Uniform Traffic Control Devices (CA MUTCD) might have an impact on the determination for the continued use of radar for speed enforcement. The modifications were pending adoption and implementation by the California Department of Transportation (Caltrans). It was believed prudent to continue this matter until the modifications were implemented to provide the existing 35 MPH speed limit the best opportunity for the continued use of radar. Caltrans approved the modifications on July 1, 2009.

DATA:

Existing Traffic Devices

Via de Fortuna is a striped two-lane roadway that measures 26 to 30 feet in width. There is edge-striping along both sides of the roadway. The road is posted 35 MPH/Radar Certified. (NOTE: This roadway is unclassified on the Circulation Element Map.)

Average Daily Traffic Volumes

	<u>2/08</u>	<u>1/01</u>
Via de Fortuna:		
S/o El Camino del Norte	2,580	2,235*

* Two-Way Count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Via de Fortuna:				
900' S/o El Camino del Norte 2010	37 MPH	30-39	71%	245
900' S/o El Camino del Norte 2007	38.7 MPH	31-40	79.8%	238
840' S/o El Camino del Norte 2001	38.4 MPH	30-39	77%	100

Collision Data

There have been five reported collisions, three of which involved injury, along this segment of roadway in a four year – 9 month period (01-01-05 to 09-30-09).

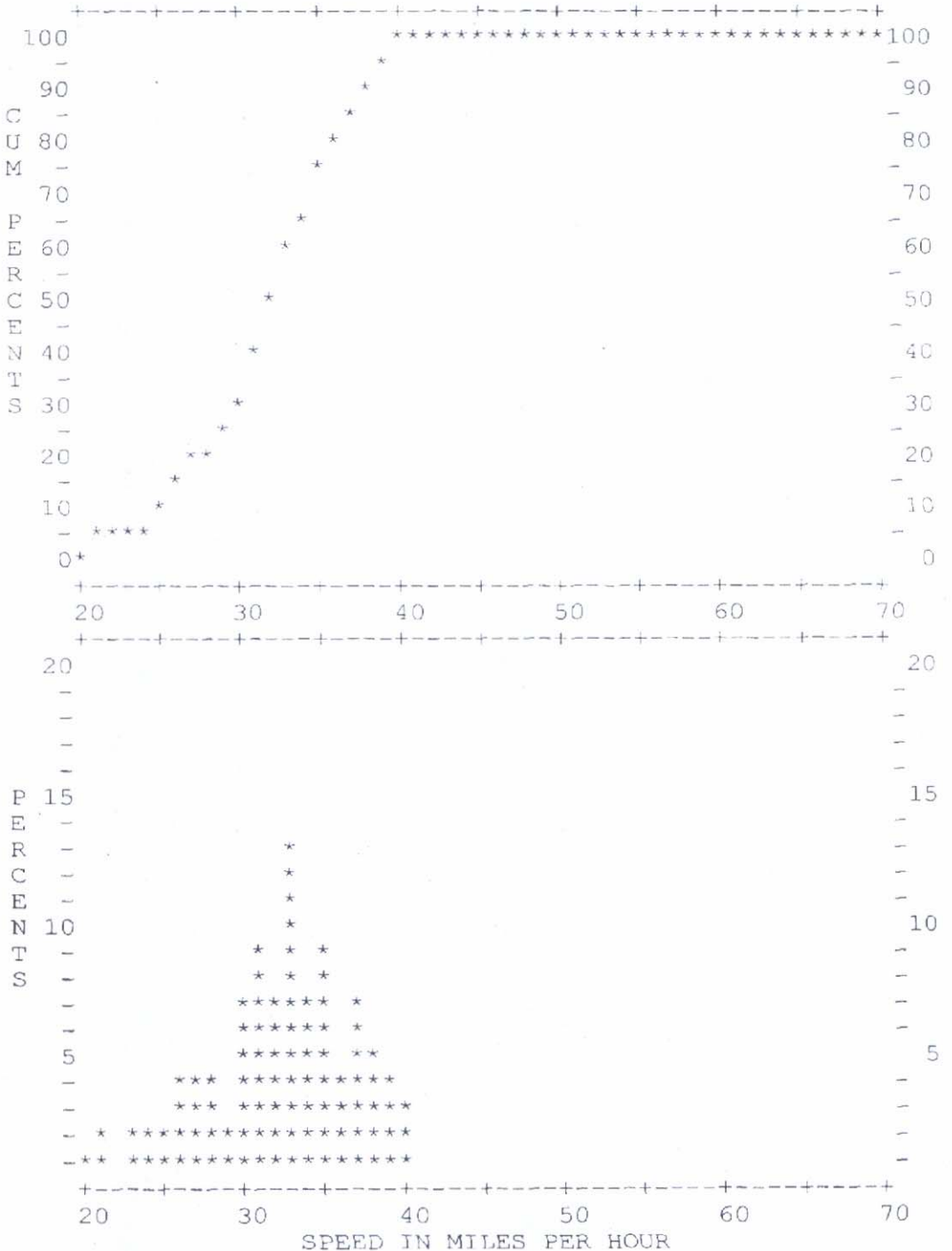
Batner Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Via de Fortuna 900 ft S/o El Camino del
LIMITS..... -- to --

DIRECTION(S).....NB/SB
DATE.....1/12/10
TIME.....10:15 - 12:15
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....33
85TH PERCENTILE SPEED.....37
10 MPH PACE SPEED.....30 through 39
PERCENT IN PACE SPEED..... 71.0
PERCENT OVER PACE SPEED..... 4.1
PERCENT UNDER PACE SPEED.....24.9
RANGE OF SPEEDS.....20 to 44
VEHICLES OBSERVED..... 245
AVERAGE SPEED.....32.1

SPEED NO.	PCT.	CUM.	PCT.
20	3	1.2	1.2
21	4	1.6	2.9
22	1	0.4	3.3
23	6	2.4	5.7
24	4	1.6	7.3
25	6	2.4	9.8
26	11	4.5	14.3
27	11	4.5	18.8
28	9	3.7	22.4
29	6	2.4	24.9
30	16	6.5	31.4
31	23	9.4	40.8
32	17	6.9	47.8
33	32	13.1	60.8
34	16	6.5	67.3
35	21	8.6	75.9
36	11	4.5	80.4
37	16	6.5	86.9
38	13	5.3	92.2
39	9	3.7	95.9
40	7	2.9	98.8
41	1	0.4	99.2
42	1	0.4	99.6
43	0	0.0	99.6
44	1	0.4	100.0



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010

Item 5-D

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Lomas Santa Fe Dr/Linea Del Cielo, from a point 1,600 feet west of El Camino Real westerly to the Solana Beach City Limit (0.65 miles), RANCHO SANTA FE (Thos. Bros. 1167-J6 to 1168-A6) San Dieguito Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

(NOTE: This item was continued from the March 12, 2010 meeting at the request of the Rancho Santa Fe Association.)

PROBLEM AS STATED BY REQUESTER:

This section of Lomas Santa Fe Dr/Linea Del Cielo is currently posted 50 MPH and is radar certified. The result of the recent speed survey (85th percentile speed – 54.1 MPH) does not support the existing 50 MPH speed limit posting. Please review the appropriateness of recertifying this roadway for the continued use of radar for speed enforcement.

DATA:

Existing Traffic Devices

Lomas Santa Fe Dr/Linea Del Cielo is a striped two-lane Through Highway that varies from 29 feet to 50 feet in width. There is edge-striping along both sides of the roadway. The road is posted 50 MPH/Radar Certified. (NOTE: This roadway is classified as a Collector on the Circulation Element Map.)

<u>Average Daily Traffic Volumes</u>	<u>3/10</u>	<u>11/01</u>	<u>12/94</u>
Lomas Santa Fe Dr/Linea Del Cielo: W/o El Camino Real	7,490*	6,220*	6,810*

* Two-Way Count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Lomas Santa Fe Dr/Linea Del Cielo:				
1,000' E/o Sun Valley Rd 2009	54.1 MPH	46-55	77.7%	247
2002	54.1 MPH	46-55	84.4%	103

Collision Data

There have been three reported collisions, all of which involved injury, along this segment of roadway in a four year – 9 month period (01-01-05 to 09-30-09).

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Lomas Santa Fe Drive 1000' e/o Sun Valley Road

DATE: 4/49/09 TIME START: 10:50 am TIME END: 12:50 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 50 MPH OBSERVER: NDS CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
40	1	40	1	0.4	*
41	2	82	3	1.2	**
42	3	126	6	2.4	***
43	3	129	9	3.6	***
44	10	440	19	7.7	*****
45	12	540	31	12.6	*****
46	16	736	47	19.0	*****
47	16	752	63	25.5	*****
48	25	1200	88	35.6	*****
49	19	931	107	43.3	*****
50	29	1450	136	55.1	*****
51	19	969	155	62.8	*****
52	22	1144	177	71.7	*****
53	17	901	194	78.5	*****
54	13	702	207	83.8	*****
55	16	880	223	90.3	*****
56	8	448	231	93.5	*****
57	7	399	238	96.4	*****
58	4	232	242	98.0	****
59	4	236	246	99.6	****
60	1	60	247	100.0	*
					0-----5-----10-----15-----20-----
	247	12397			

AVERAGE SPEED = 50.1
 50th PERCENTILE = 49.5
 85th PERCENTILE = 54.1
 90th PERCENTILE = 54.9
 95th PERCENTILE = 56.5

PACE = 46 - 55
 % IN PACE = 77.7
 VEHICLES IN PACE = 192

SAMPLE VARIANCE = 16.05717
 STANDARD DEVIATION = 4.007139
 RANGE 1*S = 64.77733
 RANGE 2*S = 95.54656
 RANGE 3*S = 100

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010

Item 5-E

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Linea Del Cielo, from a point 1,600 feet west of El Camino Real easterly to a point 180 feet east of El Fuego (2.4 miles), RANCHO SANTA FE (Thos. Bros. 1168-A6 to D3) San Dieguito Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

(NOTE: This item was continued from the March 12, 2010 meeting at the request of the Rancho Santa Fe Association.)

PROBLEM AS STATED BY REQUESTER:

Linea Del Cielo is currently posted 35 MPH and is radar certified. The results of the recent speed surveys (85th percentile speeds – 40 MPH, 41 MPH and 43 MPH) do not support the existing 35 MPH speed limit posting. Please review the appropriateness of recertifying this roadway for the continued use of radar for speed enforcement.

DATA:

Existing Traffic Devices

Linea Del Cielo is a striped two-lane Through Highway that varies from 26 feet to 37 feet in width. There is edge-striping along both sides of the roadway. The road is posted 35 MPH/Radar Certified. (NOTE: This roadway is classified as a Collector west of El Camino Real and as a Light Collector east of El Camino Real on the Circulation Element Map.)

Average Daily Traffic Volumes

	<u>1/09</u>	<u>11/01</u>	<u>12/94</u>
Linea Del Cielo: @ Calzada del Bosque E/o Calzada del Bosque	4,840*	4,520*	5,040*

* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Linea Del Cielo:					
260' W/o El Camino Real	2009	40 MPH	32-41	85%	618
	2002	38.2 MPH	31-40	85%	200
900' W/o El Cielito	2009	41 MPH	32-41	82%	213
	2002	40.9 MPH	33-42	79.1%	192
130' E/o Ave Maravillas	2009	43 MPH	35-44	82%	211
	2002	43.6 MPH	36-45	78.7%	108

Collision Data

There have been 41 reported collisions, 20 of which involved injury, along this segment of roadway in a four year – 9 month period (01-01-05 to 09-30-09).

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Rancho Santa Fe

Survey Time: 1:25pm to 3:25pm

Weather & Road Conditions: Sunny/Dry

DATE: 5/5/2009

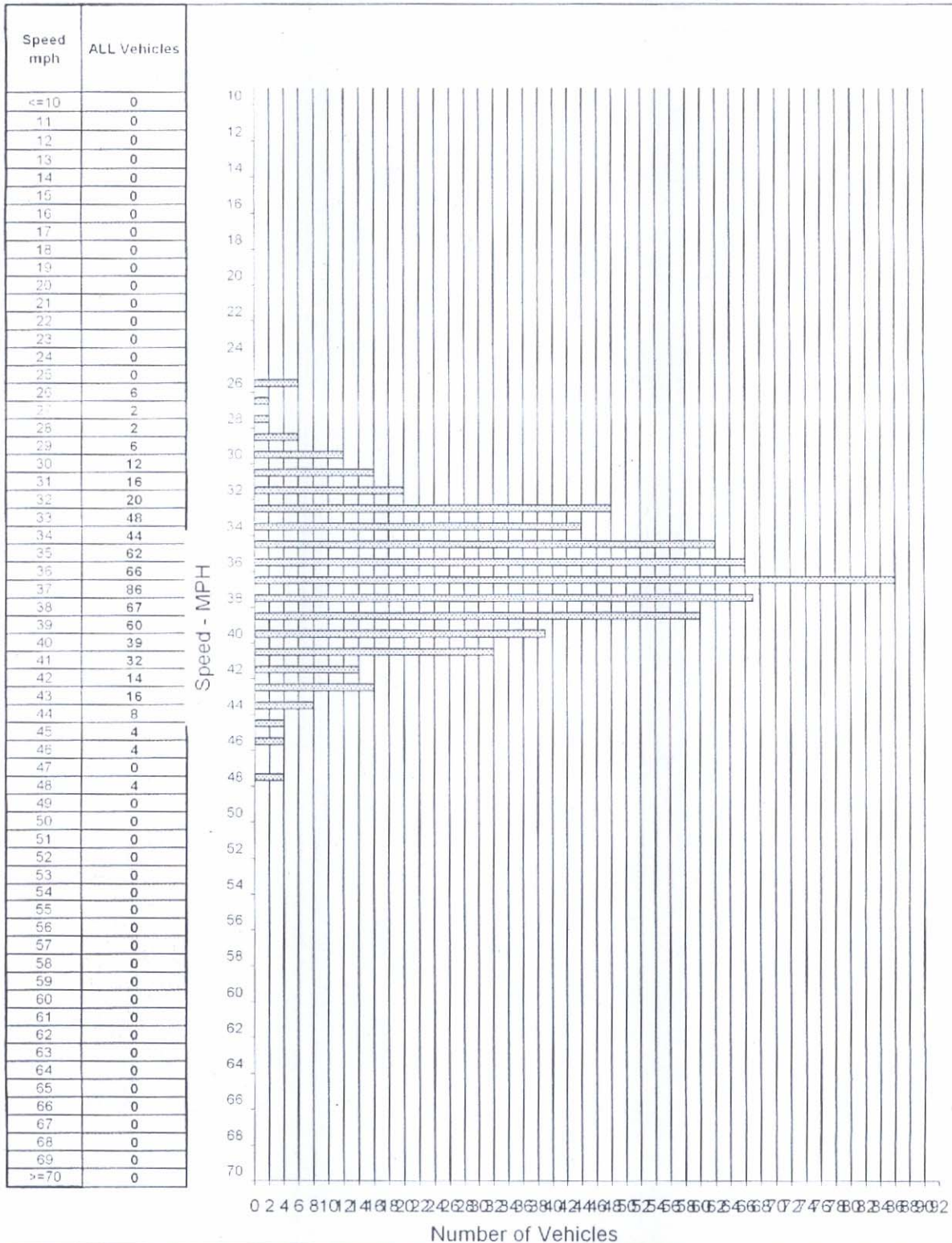
Location: Linea del Cielo 260' e/o El Camino Real

DAY: Tuesday

Posted Speed: 35 mph

Project #: 09-4145-001

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	618	11 - 69	37 mph	40 mph	32 - 41	524	85%	7% / 44	9% / 50

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Rancho Santa Fe

Survey Time: 12:35pm to 2:35pm

Weather & Road Conditions: Sunny/Dry

DATE: 5/5/2009

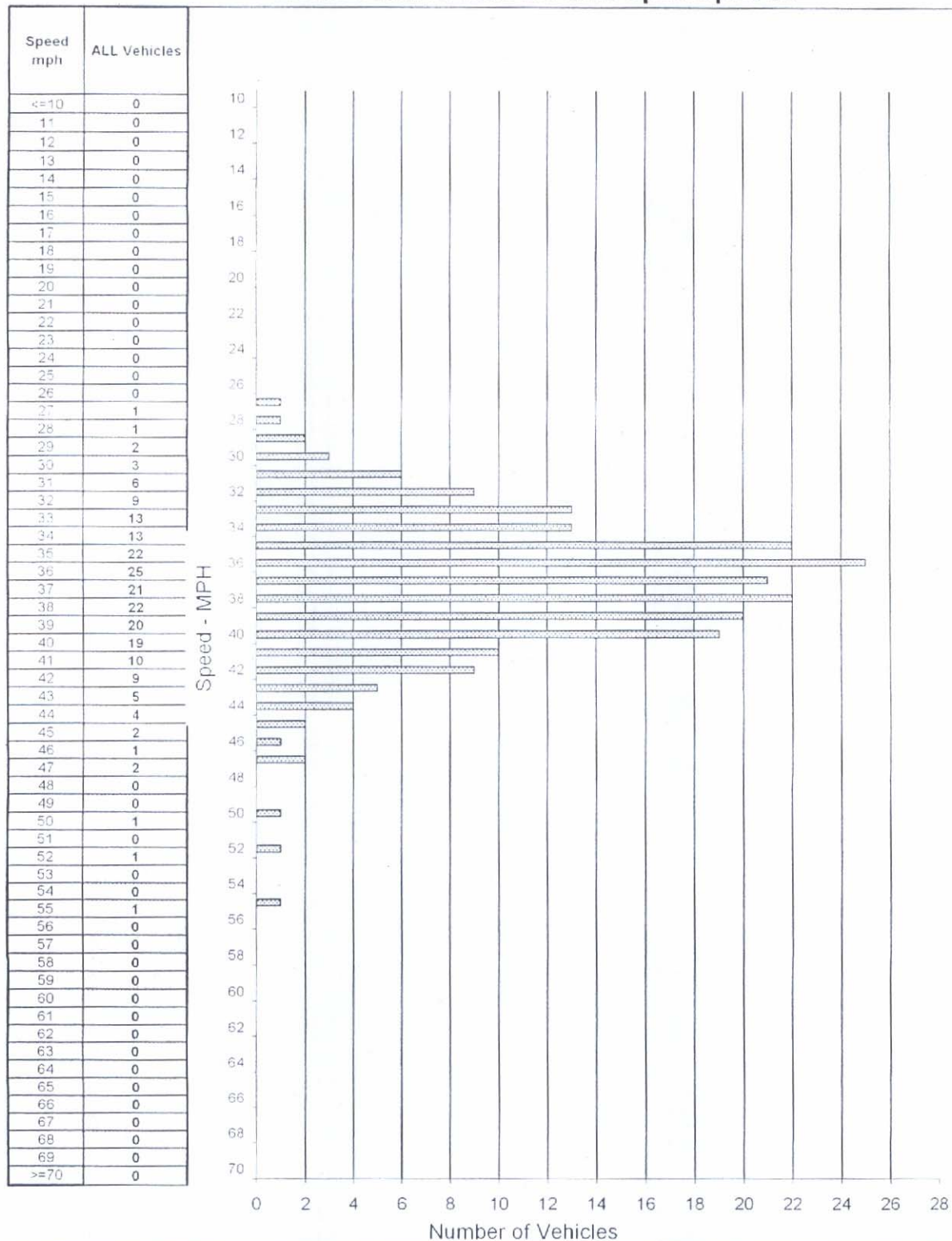
Location: Linea del Cielo 900' w/o El Cielito

DAY: Tuesday

Posted Speed: 35 mph

Project #: 09-4145-002

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	213	11 - 69	37 mph	41 mph	32 - 41	174	82%	6% / 13	13% / 26

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Rancho Santa Fe

Survey Time: 10:30am to 12:30pm

Weather & Road Conditions: Sunny/Dry

DATE: 5/5/2009

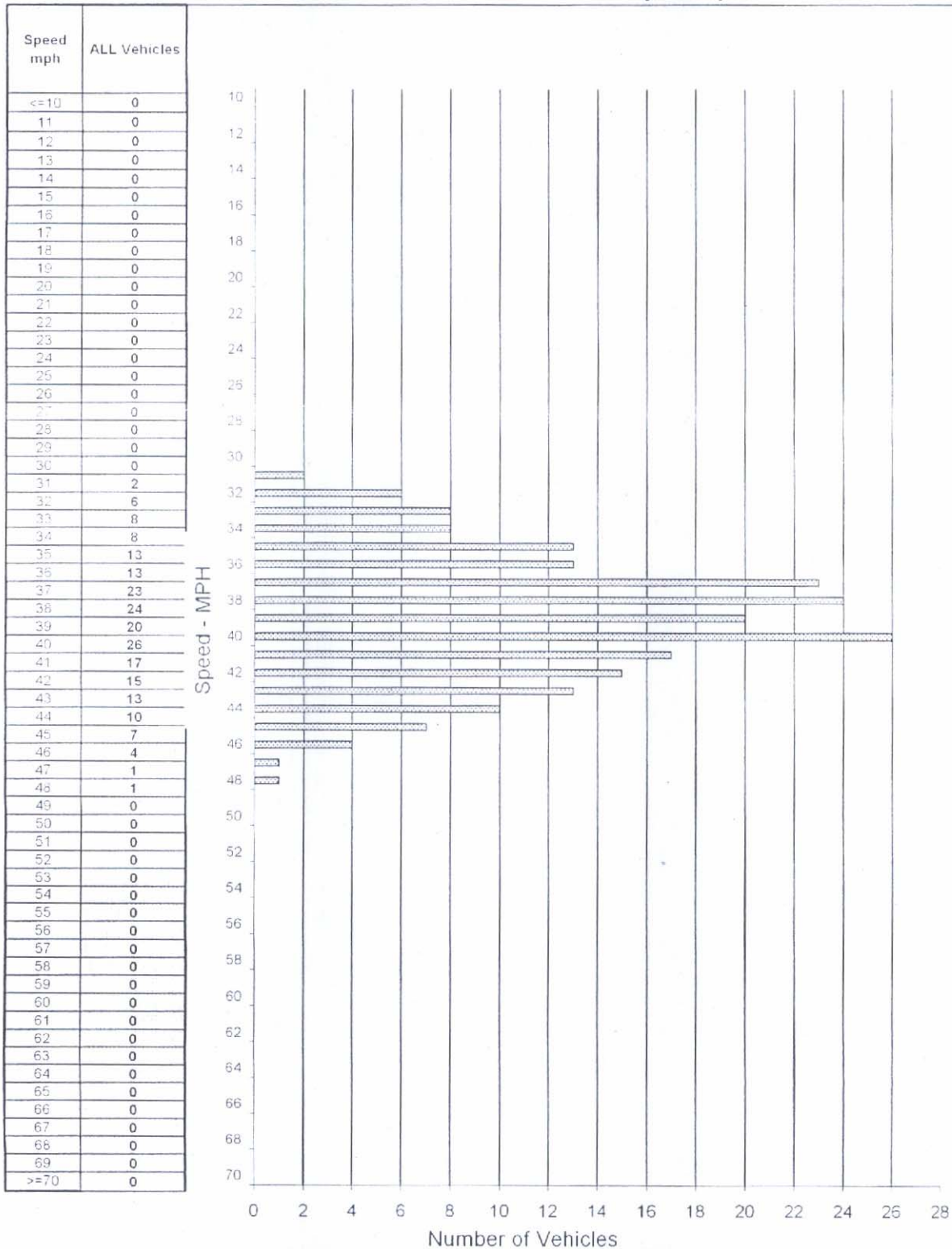
Location: Linea del Cielo 130' e/o Avenida llas

DAY: Tuesday

Posted Speed: 35 mph

Project #: 09-4145-003

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	211	11 - 69	39 mph	43 mph	35 - 44	174	82%	11% / 24	7% / 13

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010

Item 5-F

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Calzada del Bosque, between Via de la Valle and Via de Santa Fe (0.6 miles), RANCHO SANTA FE (Thos. Bros. 1168-DE5) San Dieguito Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Calzada del Bosque is currently posted 50 MPH and is radar certified. The result of the recent speed survey (85th percentile speed – 52.2 MPH) supports the existing 50 MPH speed limit posting. Please review the appropriateness of recertifying this roadway for the continued use of radar for speed enforcement.

DATA:

Existing Traffic Devices

Calzada del Bosque is a striped two-lane roadway that varies from 24 to 27 feet in width. It has a seven-ton weight limitation with the appropriate signs in place. The road is posted 50 MPH/Radar Certified. (NOTE: This roadway is unclassified on the Circulation Element Map.)

Average Daily Traffic Volumes 4/10 4/02

Calzada del Bosque:
E/o Via de la Valle * 3,180* (7-day Average)

* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Calzada del Bosque:					
1000' E/o Via de la Valle	2010	52.2 MPH	38-47	55.9%	322
	2002	53.9 MPH	45-54	69.3%	147

Collision Data

There has been one reported non-injury collision along this segment of roadway in a four year – 9 month period (01-01-05 to 09-30-09). It involved a westbound motorist, possibly asleep, who ran off the road striking a fence and tree along the north side of Calzada del Bosque.

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Calzada del Bosque 1000 ft E/o Via de la Valle

DATE: 01-06-2010 TIME START: 11:15 AM TIME END: 1:15 PM WEATHER: CLEAR ROAD TYPE:

DIRECTION: E/B W/B SPEED LIMIT: 50 MPH OBSERVER: CALIBRATION TEST: Y

SPEED	FREQUENCY	Pi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
32	2	64	2	0.6	**
33	4	132	6	1.9	***
34	5	170	11	3.4	****
35	3	105	14	4.3	**
36	13	468	27	8.4	*****
37	8	296	35	10.9	*****
38	13	494	48	14.9	*****
39	19	741	67	20.8	*****
40	12	480	79	24.5	*****
41	17	697	96	29.8	*****
42	13	546	109	33.9	*****
43	21	903	130	40.4	*****
44	44	1936	174	54.0	*****
45	15	675	189	58.7	*****
46	15	690	204	63.4	*****
47	11	517	215	66.8	*****
48	13	624	228	70.8	*****
49	15	735	243	75.5	*****
50	12	600	255	79.2	*****
51	7	357	262	81.4	*****
52	9	468	271	84.2	*****
53	10	530	281	87.3	*****
54	5	270	286	88.8	****
55	5	275	291	90.4	****
56	6	336	297	92.2	****
57	3	171	300	93.2	**
58	6	348	306	95.0	****
59	4	236	310	96.3	***
60	2	120	312	96.9	**
61	1	61	313	97.2	*
62	1	62	314	97.5	*
63	4	252	318	98.8	***
64	3	192	321	99.7	**
65	1	65	322	100.0	*
					0-----5-----10-----15-----20-----
	322	14616			

AVERAGE SPEED = 45.3
 50th PERCENTILE = 43.7
 85th PERCENTILE = 52.2
 90th PERCENTILE = 54.7
 95th PERCENTILE = 57.9

PACE = 38 - 47
 % IN PACE = 55.9
 VEHICLES IN PACE = 180

SAMPLE VARIANCE = 47.2171
 STANDARD DEVIATION = 6.87147
 RANGE 1*S = 69.25466
 RANGE 2*S = 96.27329
 RANGE 3*S = 100

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2010 **Item 5-G**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Section 72.169.65.

LOCATION: Douglas Drive, from North El Camino Real northerly to Whelan Lake Road) CITY OF OCEANSIDE (Thos. Bros. 1086-G1&2)

INITIATED BY: Traffic Engineering

REQUEST: Remove Ordinance from the San Diego County Code of Regulatory Ordinances

PROBLEM AS STATED BY REQUESTER:

Douglas Drive, its entirety, from State Route 76 northerly to Vandegrift Boulevard lies within the Oceanside City Limits. Modification of the San Diego County Code of Regulatory Ordinances is necessary to reflect this change.

This does not impact roadways within the County's Maintained Road System.